

ORIGINAL  
CLIFFORD  
WILKINSON  
TANAN  
MINERAL  
WATER CO., LTD.  
Kobe, Japan.  
Sole Agents:  
H. PRICE & CO.  
WINE MERCHANTS,  
12, QUEEN'S ROAD CENTRAL.

# Hongkong Daily Press.

ESTABLISHED 1857

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BOTTLED AT  
TANAN  
JAPAN  
ORIGINAL  
CLIFFORD  
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H. PRICE & CO.  
WINE MERCHANTS,  
12, QUEEN'S ROAD CENTRAL.

No. 14,872 號二十七百八千四萬一第 日壹十月壹十年壹十三緒光 HONGKONG, THURSDAY, DECEMBER 7TH, 1905. 四拜禮 號七月二十年五零百九千一英港香 PRICE, \$3 PER MONTH.

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**AMMONIA**  
FOR THE BATH, TOILET AND  
HOUSEHOLD.  
An Elegant Preparation. Delicately Perfumed.  
Promotes a healthy action of the skin, counter-  
acts all effects of perspiration, and is as  
refreshing and invigorating to the system  
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THE HONGKONG DISPENSARY.  
[a1342]

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Hongkong, 1st October, 1905. [a1412]

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Hongkong, 12th July, 1905. [133]

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Hongkong, 17th November, 1905. [2597]

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Hongkong, 17th May, 1905. 122

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Hongkong, 8th November, 1905. [a38]  
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DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.  
ALL NEW GOODS IN STOCK.  
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Hongkong, 27th May, 1905. [a665]

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[a35]

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Hongkong, 27th October, 1905. [a37]

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Hongkong, 16th August, 1905. [1905]

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**CARTRIDGES 8, 10, 12, 16, and 20 BORE**  
**and NEWCASTLE CHILLED SHOT** in  
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Hongkong, 28th November, 1902. 2349

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Head Office.  
(2) Claims and Surrenders paid, and **LOANS**  
**ADVANCED** on the spot without  
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(3) Liberal Paid-up Policies, Surrender and  
Loan values.  
(4) Immediate reduction to Home Rates upon  
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Agents. a1586-5

## HOTELS

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**Every Comfort.**  
**Ladies' Afternoon Tea Rooms.**  
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**Hot and Cold water throughout.**  
**Electrically Lighted. Electric Fans (if**  
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**Electric Passenger Elevator to each floor.**  
**Table D'Hôte at separate tables.**  
**For Terms, &c., apply to the—**  
**MANAGER.**  
Hongkong, 24th July, 1905. [a240]

### CONNAUGHT HOTEL.

**A FIRST CLASS HOTEL** Situated near  
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**Excellent Cuisine and Wines.**  
**Large and lofty Rooms, Elegantly Furnished**  
**Hydraulic Elevator, hot and cold water**  
**throughout.**  
**Special Rates for Tourists.**  
**Launch Service for Guests.**  
**For Terms, apply to the**  
**MANAGER.**  
Hongkong, 31st October, 1902. [a4]

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**MACAO, CHINA.**  
**In the Centre of the Praya Grande.**

**Both Hotels under experienced European**  
**Management.**  
**Every Comfort and Convenience for Residents**  
**and Tourists.**

**WM. FARMER,**  
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a26961

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**(HOTEL-SANITARIUM OF SOUTH**  
**CHINA),**  
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**HAS been re-opened** under European  
management and most strict supervision  
as to food, cleanliness and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days' rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong  
One steamer (s.s. *Huengshan*), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.  
Cable Address: "BOAVISTA."  
For Terms, apply  
a241 **THE MANAGER**



By ARTICLE II. of the MACAO Treaty, China agreed to take the necessary steps to provide for a uniform national coinage which shall be legal tender in payment of all duties, taxes, and other obligations throughout the Empire. To this end Regulations have been drawn up by the Imperial Council of Finance; and these, a fortnight ago, received the sanction of the Throne. They provide for the issue of four silver coins whose denominations will be: 1 Ku-ping tael, 5 mace, 2 mace and 1 mace. They are to be coined in five mints, and when they are ready for issue the Foreign Ministers at Peking will be duly notified in order that they may issue instructions to their nationals to use these coins; and at the same time the Viceroy and Governors throughout China will be ordered to issue similar instructions for the information of the Chinese people. As soon as returns have been received from the copper-mints, additional regulations will be issued regarding the exchange of copper coins for the new silver coinage. It does not appear that a definite date will be fixed when the new silver coins and no other will become legal tender, for the authorities are permitted to receive or pay horse-shoe silver or sycee "if they cannot obtain the new coins." Bank notes of a corresponding value to the new silver coins are to be issued by the National Bank of China in Peking. This attempt to reform the chaotic currency systems of China is a sign of progress and reform which will be cordially welcome. Now that railway construction is going on in various parts of the Empire, enormously facilitating the communications

Beans, Stewed Vegetables, Boiled Rice. Entremets—Almond Pudding, Vanilla Ice Cream Assorted Cakes, Cheese, Fruit, Tea, Coffee, Preserves, Ginger.

Trusting that your cousin will agree with me, I am yours faithfully,  
J. CHAMBERLAIN  
Mr. Hugh R. Farren, Trade and Labor Council, Canton

been fully reported in the press. Proce

"There is no need to say much about the document, nor the means adopted to carry it through. Soldiers surrounded the palace, a



## CANTON.

[FROM OUR CORRESPONDENT.]

5th November.

**THE WHAMPOA MURDER CASE.**  
The Japanese prisoner charged with the murder of a compatriot will be taken back to Japan to stand his trial. Mr. Noma was up here last week to take the depositions of the numerous witnesses who are unable to go to Japan.

**THE LINCHOW AFFAIR: CONFESSIONS.**  
Shum Lun Shui, the cashier of Linchow, has sent the following report to Vice-roy Shum: "Large rewards have been offered for the arrest of the men connected with the Linchow massacre. Twenty men have already been arrested, amongst whom is a man named Hung Ah Shun, who confesses that he stabbed the lady doctor (Miss Eleanor Chestnut). Five other men confessed to having carried various weapons and to have taken a part. Another admits beating a gong and calling upon the people to take revenge, while eight others admitted being present during the slaughter. In the course of his deposition, Dr. Macle accused a Monk named Nan-Sing of demanding a squeeze from him under threat of disclosing his hiding place. A great number of men confessed to being present during the massacre but no direct evidence could be produced proving conclusively that they had a hand in it. Men who were accused of beating gongs on the occasion denied the charge, and three men who, according to an informer, had taken part in the riot also denied the charge and were supported by a member of the gentry called Mok-Yu-Po, who stated that they were falsely accused, and that the real offenders having committed their crime in broad daylight it would not be difficult to establish their identity. Wei Taotai and Deputy Chang are taking great pains in questioning witnesses to obtain evidence. The new Prefect Tang Cheuk-Tong reached Linchow on the 18th ultimo and has taken up his post. The cashiered prefect further adds in his report that he is doing his utmost to cause all the guilty parties to be arrested but that many of them must have fled to other places."

S.S. "KINSHAN" IN COLLISION.

On the 3rd instant the s.s. *Kinshan* collided with a Fatsia passenger junk which was towed by a steam launch. The junk was seriously damaged and for a time quite a panic prevailed amongst the passengers on the craft. The collision occurred in the fairway to the west of Shamoon.

UP AND DOWN OF CHINESE OFFICIALS.

At the beginning of this year the salt monopolist of a certain prefecture of the Kwangtung Province having absconded, Wong Tai-Kwan, an expectant prefect, memorialized Viceroy Shum on the subject and submitted a scheme for the collection of the salt revenue. Viceroy Shum approved of the scheme and appointed Wong Salt Commissioner of the prefecture in question. Wong's scheme failed to come up to expectations, as the revenue decreased instead of increasing as promised in his memorial. When Wong sent his quarterly report to the Viceroy, His Excellency memorialized the throne and denounced him as an incapable official and degraded him; while allowing him to remain in office so as to mend his ways and rectify past errors. Meanwhile the Chinese Minister in London recommended Wong to the throne suggesting that he should be appointed Consul General for China in Singapore. The Peking Court approved and Wong got his appointment. Viceroy Shum hearing this, memorialized the throne informing the Central Government that Wong had been degraded and that he will not be allowed to leave Kwangtung for his post until all accounts have been properly rendered and the losses in revenue incurred through his bad management have been made good.

## CORRESPONDENCE.

A SINOLOGUE'S "SURPRISING REQUEST."

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong 5th December, 1905.

DEAR SIR.—Permit me, through you, to suggest to the London Missionary Society that if it cannot bring itself to hand over to the widow of the late Dr. Edkins the principal sum constituting his "surprising request" to the Society it should at least devote the interest on the monies bequeathed to the Society to the support of the testator's widow, who will, as the result of this bequest to the London Missionary Society, be left in poverty. If this wealthy and professedly Christian Society does as I suggest it will free itself to some extent from the obliquity which it cannot but entail by the acceptance of a bequest made in defiance of the moral obligation of a husband to provide adequately for the support of his wife after his death.

A CHRISTIAN.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 6th at 11.55 a.m. The barometer has fallen generally, particularly over the E. and N. coasts of China.

The depression lying over Central China yesterday, has moved Eastwards and is this morning approaching the neighbourhood of Shanghai from the Westward.

Pressure is high over E. Japan.  
The monsoon is at present interrupted on the China coast, but is likely to set in again strongly by to-morrow in the North.

Light monsoon is indicated over the N. part of the China Sea.

Forecast:—Variable winds, light or moderate; cloudy, probably some light rain.

## REVIEWS.

*The Burlesque Napoleon*, by PHILIP W. SERGEANT, B.A. London: T. Werner Laurie. Hongkong: Kelly & Walsh Ltd 10s. 6d.

The story of the life and the kingship of Jerome Napoleon Bonaparte, youngest brother of Napoleon the Great, as it is here written by Mr. Sergeant, reads like a romance. But for the howls of remonstrance that it would evoke in some trenchant quarters we might say that we have found some of Sir Walter Scott's less interesting. Mr. Sergeant is evidently not a "one book" man: we regard "The Burlesque Napoleon" as a distinct advance on "Catherine the Great." It gives a vivid picture of the stirring times when Bonaparte was playing chequers with the countries of Europe, altering the maps beyond recognition, and striving to mould the members of his family upon the only lines he thought fitting for those who had the honour to share his great name. This well-balanced study of the burlesque Napoleon incidentally throws a great light upon the human side of the Great Bully; the Great Egomania, the Arch-murderer, or the Conquering Hero—or whatever else Napoleon I. may be called. Being what we see he (Jerome) was, Mr. Sergeant certainly need not have offered excuses "for confining himself nearly to the frivolous side of Westphalian history." We feel, after laying down his book, that though we have been contemplating monumental frivolity, we have also penetrated to vital forces of the period. It is impossible to avoid the conclusion that the frivolity of his relations proved to be an incubus and a handicap to the soldier emperor; and possibly hastened his ultimate failure. Whose marriage with his wife has to forsake parents and relatives; and in exposing glory, Napoleon might have succeeded better had he abandoned his family and been free to select lieutenants whom he could trust. So far as the interest of the book goes, the author's method still less needs apology. He presents a fascinating study as one who appreciates its fascination; and is yet able to hold the balance even, weighing evidence for and against—or, to turn to a fitter metaphor, doffing adding here a necessary high light, deepening there a shadow, and producing a picture stereoscopic in its effect upon the reader. It seems almost impertinent to say that the author has exhaustively studied his subject. Had he so chosen, the book could have bristled with footnotes. As it is, we do not need the preface to tell us that every available witness has had an attentive hearing, and his testimony, carefully sifted, woven into the fabric of the story which, we repeat, holds the interest from end to end like a romance. One is tempted to wonder if the author has ever thought of adopting that form as a medium for imparting the fruit of his historical research. He follows the boy Jerome from Ajaccio to Paris, the too rapidly promoted youth to sea, the lover to matrimony (where *Elisabeth Patterson Bonaparte* is unfolded); and then the abrupt change from honeymoon bliss to vain ambition. By this time we are held in thrall by the gorgeous pageants, intrigues, and amours of the court of the King of Westphalia, his re-marriage ("the very secret of his many years of tenderness for his second wife was that he was never 'in love' with her"), his extravagance, his rupture with his domineering brother, and the coincidental downfall of both. The whole story hangs together in a way that the episodic history of Catherine hardly reached; and is a work that should certainly establish a reputation for its author.

*The Third Kiss*, by HERBERT FLOWERDEW. London: T. Fisher Unwin. Hongkong: Kelly & Walsh, Ltd.

"The Colliate's Wife," by the same author, was good, but this is excellent. It is impossible to tell how trippingly runs a tale that, considering its lack of "movement," should obviously crawl. It is the writer's happy gift, which many will envy. He says writing is a disease: in his own case it is certainly not a malignant one. The modern "novelist" has acquired a nauseating habit of interpersing his or her ideas of how novels should not be written; and some of them, to gratify the craving, lug in authors as "supers" in the most barefaced fashion. In this book the narrator is a writer, but not for such reasons. Indeed, it is difficult to see how he could have been anything else. His philosophy, with a touch of romanticism towards the end that only sham cynics will cavil at, is superb. Of innumerable quotations we are tempted to make, one must suffice. "The discovery that one is living simply for one's own enjoyment is so often coincident with the discovery that one is not getting enjoyment enough." We cannot speak too highly of this most refreshing, story, unforgotten witty, humorously truthful, perspicaciously optimistic, and in many ways new and original. It has made a great impression upon us, and we have read many hundreds of its contemporaries. Should its author happen to see these comments we would be glad if he would answer a question that troubles us seriously: In view of all the circumstances, was "the third kiss" likely to be the last? An extra chapter or a sequel would certainly not be out of place. In the meantime, we congratulate author and publisher, warmly recommend readers, and advise local booksellers to stock sufficient copies.

*The Toll of the Bush*, by WILLIAM SATCHELL. London: Macmillan and Co., Ltd. Hongkong: Kelly & Walsh, Ltd.

The New Zealand bush is meant, and the title refers to a colonial superstition that the bush invariably takes toll of those who disturb it; for every new district invaded, the wild-geese demands a human life. In Mr. Satchell's excellent novel, the happy denouement is

brought about by the fortuitous selection of toll by the wood-spirit. Not only is the local colour plentiful, but Mr. Satchell has the gift of vivid description, making us see what he sees. This, he makes one of his characters say, is the sole aim of good writing: "It is not the sole aim, but it is a very important one. We welcome this new (to us) author, and promise him that if he never falls below the high standard of this book, his name will become as familiar as some that deserve fame less. His style is pure, without affectations, and his matter full of originality and power. A very human heroine and her two lovers are the central figures. One is a person whose life-gospel methods embarrased his bishop and caused his exile to this bush station. Mr. Satchell's comments on the religious questions thus introduced might have been superfluous, but they are so reserved and sane as not to appear obtrusive. The recovered lover was no hypocrite, but his earthly passion conquered the divine spark, and he did a mean and treacherous thing. The other lover, allowing misunderstandings to come about in the most natural way, is not such a strong portrait as the author perhaps intended to make. The bride finds out his innocence and the parson's guilt an hour after her marriage, and dies to the bush. A bush fire does the rest. The pursuing parson is killed; the hero and heroine escape after stirring adventures and struggles. Incidental characters are very fine; and the property or otherwise of a drunkard's wife with many children accepting the protection of a man who wants to do for them what the real father has neglected is gravely debated by some of the dramatic personae. This argument was unnecessary, the story itself proving that circumstances alter cases. No rule is generally applicable; and it is unsafe to meddle with the ethical usage that society has found to be at least a working hypothesis. Mr. Satchell is sane at present, and an admirable story teller; we hope he will resist the temptation to write "problem" novels, for at present his ideals are evidently of the negative kind."

*Love Marie*, by W. E. NORRIS. London: Macmillan and Co., Ltd. Hongkong: Kelly & Walsh, Ltd.

This is one of those novels that once taken up cannot readily be laid down by the reader until the end has been reached. There is not much action or adventure in the story, which has its attraction in two cleverly drawn characters. The man, a "gentleman" blackguard, is fascinating by reason of his audacity. He frankly avows that he is "a bad lot," knowing that his true statements will convey the contrary impression, and so interest the eternal feminine. He is absolutely unrepentant, or persuades himself that he is, like one of Nordard's degenerates; and the young lady who rejoices in the sobriquet of "Love Marie" believes that he is not so bad as he would have her believe, and is prepared to deal leniently with a woman of strong personality, and still, she, to exercise considerable influence over other people of both sexes, finds this leniency giving way to a feeling of love, but fortunately she sees the man in some of his more repellent aspects and is prompted to answer "no" to the question which he, in due course, puts to her. Both are admirably portrayed types of character, and the author undoubtedly succeeds in interesting and entertaining the reader by his convincing methods of presentation.

## THE COST OF PAUPERISM.

The following figures are taken from the thirty-third annual report of the Legal Government Board.

From 18-0 to 1901 we spent on maintenance of paupers ..... £512,539  
On out relief ..... 62,235,255

Total on paupers ..... £113,509,491  
Salaries of officials ..... £37,458,827  
For payment of loans and interest ..... 15,638,009  
In addition to the above huge sums we find the startling heading of—  
Other expenses ..... £27,974,017  
What these official Whitehall mean by other expenses, unless it is the money spent upon litigation by the guardians against the Removal Laws, is hard to imagine, because the sum spent upon lunacy has been, for the period given, £33,978,456, a terrible indictment of our present social system. Thus we have the gigantic total of £228,549,785 spent upon pauperism down to the present day it must be over £250,000,000. In 1879 the officials took £68,659, the number of paupers for that year being 772,316 souls. In 1890, the officials took £1,273,221. In 1879, so for looking after only 80,640 more paupers the officials had a rise of £1,273,221. Poor ratepayers! The cost of pauperism for London alone since 1880 to Lady Day, 1903, reaches the enormous total of £64,168,424! It seems incredible, but the figures are in the report for anyone to examine. In 1903 London spent on paupers, £3,393,948. In 1880 the number of paupers was 301,243; in 1880 the number was 82,719; the increase of paupers in 1903 amounting therefore, to 21,524, £3,393,948 was the cost in 1903, and £1,817,972 the cost in 1880, therefore £1,775,976 was the cost of 21,524 more paupers in 1903. So while 82,719 paupers cost £1,817,972 in 1880, 21,524 paupers in 1903 cost £1,775,976, the total cost being for 1903 £3,393,948 for 104,243 souls. On creation of workhouses, &c., for 1903 no less a sum was spent than £1,184,275. The total amount authorised by the Local Government Board to be expended in previous years was £29,976,597. Nearly thirty millions of money for workhouses! At the salaries of the officials of the Legal Government Board are defrayed out of the Civil Service Estimates, the above figures do not contain the cost of this part of the system, and must be guessed at here at least.

What a terrible indictment of a system (sic) that requires Dr. Barnardo, a thousand and one various charitable institutions and agencies, the Charity Organisation Society to say nothing of the private charity of the individual, to help it out with its duty to the poor and its duty to the rate-payers. And in spite of all, thousands during the period mentioned have preferred death by starvation or suicide to entering the workhouse. Why doesn't England try something else?

## PARIS.

Paris, 3rd November, 1905.

## THE BATTLESHIP IN WARFARE.

The book which ex-Minister of Marine M. de Lanessan has just written entitled "Lessons of the Russo-Japanese War," well deserves to be in the hands of all students of naval warfare—irrespective of nationality. In addition to the volume being highly interesting, it possesses the additional merit of discussing several doubtful points connected with the recent operations in the Far East, while presenting important conclusions bearing on the new French naval construction programme. Thus, the author attaches great importance to the role of the battleship in warfare, and declares that France has been ill-advised in developing the torpedo boat at the expense of the iron-clad. The ex-Minister is of opinion that the battle of Tsushima clearly demonstrated that the most serviceable type of fighting unit is, without doubt, the battleship. The views of M. de Lanessan may be summed up as follows:—"The lesson taught by the unhappy fate of battleships of the *Borodino* type is the condemnation of the battleship-cruiser. To reduce the protection of a battleship in order to obtain greater speed is to make it impossible for that unit to fight a battleship having the same armament, but better protection. If the battleship-cruiser does not take to flight when faced by such an opponent, it cannot escape destruction. If it takes to flight, victory remains with the enemy."

## THE BALLOON IN WARFARE.

Since M. Lebaudy's airship has proved such a signal success, and its unquestionable utility has been recognised by the military authorities, balloons and their use in warfare has become a most popular subject of discussion with all classes. Indeed, within the past few months, very valuable demonstrations of the services which flying machines may render have been given in several parts of France. Thus, with an ordinary balloon held captive by a rope, it is possible to obtain useful information respecting an enemy's position and strength—the more so, as a new material has been discovered for balloons, which bullets cannot injure: the new bullet-proof envelope is certain to enhance the popularity of airships. The Lebaudy airship has accomplished wonders up to the present, because capable of being properly controlled. This craft, when recently steered over a particular fortification, enabled the officers in the citadel to take photographs of the place, and for torpedoes to be dropped into the fortifications. Now that the prohibition of the last mentioned practice by international agreement a few years ago has lapsed, there is a chance that it may be adopted by those who direct future campaigns. The Lebaudy airship—which since M. Santos Dumont gave over experimenting has been heard of a great deal—made its 76th ascent a few days ago, with half-a-dozen passengers on board—the pilot and mechanist and four military officers. It manoeuvred successfully for about half-an-hour, and exact spot from which it started. When the military passengers landed on terra firma they were asked what they thought of the airship. In reply, Colonel Strauss asserted that during the aerial journey, as they passed overhead, he was able to take in every detail of the Fort St. Michel, concluding by expressing the opinion that every Army Corps should be supplied with an airship as soon as possible. M. Julliot, the engineer who designed the balloon in question, asserts that 200 balloons would have to strike it before its ascensional powers would be affected. A shell might damage it, but such an occurrence is very improbable.

The experiments concluded by the brothers Lebaudy are not altogether accepted as being conclusive by a great many people. In spite of engineer M. Julliot's assertion, one is inclined to believe that a dozen balloons fired almost simultaneously, and well aimed, might well cause a sudden collapse. The best way to settle the question is to resort to a few practical tests. Is M. Lebaudy prepared to make such a sacrifice? The target airship could well be replaced afterwards. The Government that has such faith in these kinds of balloons, ought not to hesitate to call for such tests in order to show the consequences of such an encounter, which would certainly prove extremely interesting to all concerned.

## THE DECLINE OF MARSEILLES.

Marseilles as a seaport has been declining for years. To-day owing to strikes, rampant socialism, and other detrimental causes, Marseilles has practically lost its commercial importance, and Genoa has become the place par excellence for British and other first-class traders. Each year sees the Italian port encroaching more and more upon the international traffic of the Mediterranean seaports, without France being able to interfere. There was a time, when Marseilles' enjoyed the proud reputation of being one of the most flourishing seaports in the world. Alas, not so to-day, when everyone seems to have boycotted it for various reasons. Apart from fierce Italian competition, socialism has its pernicious effects felt at the French port; the Municipality has become absorbed in local politics, and the bread and butter of the inhabitants; in other words, the development of their facilities for intercourse with Great Britain and other maritime powers, became a secondary question. To make matters worse, strikes became more frequent; whenever the dockers of Marseilles struck work, liberal financial support was always forthcoming from their comrades at Genoa. It paid the latter to act thus, considering they were monopolising the world's shipping trade, leaving France very little, if anything to do, so far as the South was concerned. The inevitable has occurred; while Marseilles is rapidly losing—not to say already lost—the pre-eminent position she once held,

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2, PEDDER STREET, OPPOSITE THE HONGKONG HOTEL.

Hongkong, 5th December, 1905.

1883

Genoa continued to make gigantic progress. Marseilles only a few years ago, was in advance of Hamburg, Antwerp, and Rotterdam as a commercial seaport. The latter to-day have got ahead of her. True, Marseilles is still in front of Genoa, but it is so little, that it is not worth alluding to. It is only a question of time. Statistics speak for themselves. According to the latest returns, the annual movement at the port of Marseilles shows a total tonnage received and dispatched of 8,636,000, against 5,630,000 tons for Genoa. It is with sincere regret that the French admit that whereas Marseilles remains stationary, is losing ground, Genoa on the contrary is steadily advancing by leaps and bounds. When Marseilles progresses one point Genoa scores five. The decline of Marseilles is, indeed, a very serious question for the French commercial world. It is too late to expect a remedy. During the past fourteen years the increase of traffic at Marseilles has been at the rate of 12½ per cent; at Genoa it has been 620 per cent! This can only end sooner or later in the ultimate defeat of the French seaport. Of course Genoa possesses certain advantages over Marseilles, which account for the amazing growth of the former Italian port. Geographical merits must be reckoned with. For instance the piercing of Mont Cenis quintupled Genoa's traffic in five years, while the opening of the Simplon tunnel will have for effect to immediately transfer two or three hundred thousand tons of merchandise from Marseilles to Genoa. However, were the powers that be at the French port sit down calmly and consider the very serious situation, if they were to exclude from their calculations everything but the commercial interests of the port, there might yet be a chance of Marseilles enjoying greater commercial prosperity—though her former glory is a thing of the past. Actually the situation is an exceedingly painful one for commercial France.

## CHINA'S CURRENCY REFORM.

An Edict has just been issued under date of the 19th inst., which approves in their entirety all the regulations recently submitted to the Throne for the thorough reform of China's currency, and which were published in extensive by the *Peking and Tientsin Times* on September 12th and September 14th, dealing with both copper and silver. That journal says—"As the regulations in question were carefully translated and run into space, we cannot reproduce them in this issue, but we pointed out at the time that the introduction of a new coin or a new stamp on the coins was not sufficient to ensure financial reforms, and now that the Edict sanctioning the proposals has been issued we are still more impressed by the fact that China with the best and most praiseworthy intentions is going the wrong way about her big task. It has been for a long time under discussion to introduce a new coin, and embody in cognate form an actual representation of the hitherto theoretical denomination. Specimen coins have been submitted to the Throne for approval more than once, and are now we presume finally approved, as the Edict makes special reference to this new coin and its subsidiary fractions, as follows:—

"We have received a memorial from the Finance Council proposing the adoption of a silver coinage and regulations to ensure uniformity. According to the statement of the council, silver coins formerly minted in the provinces were only to meet temporary demand, and they cannot be accepted as a standard of value. Now the proposal is to mint a Keping tael coin which shall be the standard for the whole Empire and subsidiary coins of five mace, two mace, and one mace. These coins are to be used in conjunction with the copper coins and the former copper cash.

"Currency reform is of the utmost importance among the Government's undertakings at present. Let the Hu Pu Tsao-pi Tsung Chang (Imperial Mint) notify the Chihli, Kiangsu, Hupai and Kwangtung sub-mints to coin these tael coins in accordance with the regulations, and in future in all monetary transactions these coins must be used as the national standard coin.

"Other points which the memorial omits to deal with must be duly considered by the Ministers, and reported to the Throne, and the details of the memorial not hereby referred to are to be carried out as proposed.

"Of course the Edict is very satisfactory so far as it goes, and so far as its tendency is to promote uniformity we cordially endorse it. But the first movement is to introduce a new complicating factor, and a new medium of exchange which, if generally adopted, will obstruct every monetary transaction great or small. With dollars of more than one variety, a mace coin and cent coins in addition to a fluctuating copper exchange we may be pardoned for apprehending rather an increase than a diminution of existing evils.

## BABY'S TERRIBLE FACE HUMOUR

Would Scratch and Tear Away the Flesh—Neighbours Called it Worse Case Ever Seen—Grew Worse Under Doctors—Suffering Terrible.

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"My baby's face was a mass of sores. The doctor called it eczema, but his treatment did no good, as the child was getting worse, the disease eating the flesh away from his nose, and spreading to his body. Neighbours said it was the worst case they had ever seen. His suffering was terrible, and he would scratch and tear away the flesh. We then used the Cuticura Remedies, one set curing him completely, and healing his face without scar or blemish. W. H. Quirk, No. 1 First End Cottages, Ruywood Road, N. Southampton."

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"My baby was afflicted with a loathsome running eczema. Two doctors treated him for three months, but he grew worse and his face became a disgusting sight. We then used the Cuticura Remedies, and in a month his face was perfectly clear. W. H. Quirk, No. 1 First End Cottages, Ruywood Road, N. Southampton."

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Hongkong, July 5th, 1905. 1370







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Short Notice. 1253

Hideyoshi's rage was unbounded. Konis narrowly escaped losing his head, and the Korean and Chinese envoys were for a time considerable danger. The war in due course was resumed, but Hideyoshi never attained his object of invading the country of the great

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SHIPPING.

ARRIVALS.

CHUNYING, British str., 6th December, from  
Canton.  
CLARA, German steamer, 1,100, Jacob  
Heidrich, 6th December, Chefoo 27th  
Nov., General—Johnson & Co.  
DUNBAR, British str., 1,551, H. J. Case, 6th  
December, Krakoa and Java, 22nd Nov.,  
Sugar—Doddwell & Co. Ltd.  
ELIZABETH, German steamer, 997,  
Hofmeyer, 6th Dec., Bangkok 24th Nov.,  
Rice—Butterfield & Swire.  
HAINUN, British str., 1,630, Robson 6th Dec.,  
Coast Ports—General—Douglas  
Lapraik & Co.  
HUE, French str., 704, Godmann, 6th Dec.,  
Haiphong—Haiphong, Pachei and Kwong.  
JANUS, German str., 1,170, T. A. Mitchell,  
6th December, May 1st Dec. Coal.  
Jardine, Matheson & Co.  
VICTORIA, Chinese str., 932, J. P. Messer, 6th  
December, Newchwang 25th November  
and Chefoo 31st General, Chinese.  
VOKWARS, German str., 1,700, C. Uderup 6th  
December, Pakhoi and Hothow 4th Dec.,  
General—Johnson & Co.  
WINGSANG, British str., 6th December, from  
Canton.  
WONG KOI, German str., 1,170, W. Robn, 6th  
December, Bangkok 25th November and  
Swatow 5th December, General—Johnson  
& Co.

DEPARTURES.

6th December.  
HONGKONG, French str., for Haiphong.  
JOHANNES, German str., for Haiphong.  
PRINZ EITEL FRIEDRICH, German str., for  
Shanghai.  
PRINZ REINHOLD, German str., for  
Europe.  
WONGANG, British str., for Canton.

CLEARANCE.

AT THE HARBOR MASTER'S OFFICE  
6th December.  
O. A. Norwegian str., for Kobe.

SHIPPING REPORTS.

The British str. *Hainun* reports: Light  
breeze and dull hazy wind and smooth sea.  
The Norwegian str. *Prinz* reports: Strong  
wind, heavy sea.  
The German str. *Forwards* reports: Fine  
weather O. N. O. winds.  
The British steamer *Dunbar* reports: Fine  
weather first part of voyage. Strong N. E.  
monsoon, very high sea and violent squalls  
from 10 N. weather dull.  
The Chinese str. *Vichou* reports: Light and  
moderate winds and fine weather throughout.  
The British str. *Satsuma* reports: From  
Japan across to Tientsin fresh N. W. to W.  
N. W. breeze, fine weather. Turnabout to  
Chapel Island, light N. breeze and clear  
fine weather. Chapel Island to Hongkong, light  
variable breeze and cloudy, hazy, fine weather  
throughout.

VESSLS IN DOCK.

5th December.  
ADELPHI DOCKS.—*Kwantin, Hilary, Her-  
cules, H.M.S. Hardy, Hengshan, America  
Maru, Eca, H.M.S. Pique, H.M.S. Whiting  
Dragon.*  
COSMOPOLITAN DOCK.—*Laertes, Shantung.*

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AND BLACK SEA PORTS.

THE Steamship

"TONKIN."  
Captain Charbonnel, will be despatched for  
MARSEILLES on TUESDAY, the 12th  
December, at 1 P.M.  
This steamer connects at Colombo with the  
Australian line s.s. *Terra*, bound for Marseilles  
via BOMBAY and Aden.  
Passage tickets and through Bills of Lading  
issued for above ports.  
Cargo also booked for principal places in  
Europe.  
Next sailings will be as follows:  
S.S. "ARMAND BEHIG" ... 25th Dec.  
S.S. "ERNEST SIMONS" ... 9th Jan.  
S.S. "POLYDOR" ... 23rd Jan.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 30th November, 1905. [2]

COMPAGNIE DES MESSAGERIES

MARITIMES  
FOR SHANGHAI, KOBE AND  
YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS."  
Captain Bourdon, will be despatched for the  
above ports on or about TUESDAY, 12th inst.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 6th December, 1905. [2]

VESSLS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSLS NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PALERMO	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	On 15th inst., P.M.
LONDON, &c. VIA USUAL PORTS OF CALL.	SIMLA	Brit. str.	—	C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon.
AMSTERDAM, LONDON & ANTWERP.	HECTOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 19th inst.
AMSTERDAM, LONDON & ANTWERP.	TYDEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 2nd Jan.
AMSTERDAM, LONDON & ANTWERP.	THOMAS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 16th Jan.
MARSEILLES, &c. VIA PORTS OF CALL.	TONKIN	Brit. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 12th inst., at 1 P.M.
MARSEILLES, &c. VIA PORTS OF CALL.	BENLOMOND	Brit. str.	—	Henderson	GIBB, LIVINGSTON & CO.	About 23rd inst.
MARSEILLES, &c. VIA PORTS OF CALL.	PAINE HEINRICH	Ger. str.	—	Grosch	MELCHERS & CO.	On 20th inst. at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	SINGAPORE	Ger. str.	k.w.	H. Bremer	HAMBURG-AMERICA LINE	On 22nd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	AMBRIA	Ger. str.	k.w.	Winnenberg	HAMBURG-AMERICA LINE	On 10th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k.w.	Russ	HAMBURG-AMERICA LINE	On 24th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	RHEINANIA	Ger. str.	k.w.	Förck	HAMBURG-AMERICA LINE	On 7th Feb.
TRIESTE, &c. VIA SINGAPORE, &c.	NIPPON	Aus. str.	—	L. Seich	BUTTERFIELD & SWIRE	On 20th inst., P.M.
GENOA, MARSEILLES & LIVERPOOL.	GLAUCUS	Brit. str.	1 m.	—	DODWELL & CO., LTD.	About 8th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	GHAEZE	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 15th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	INDRANI	Brit. str.	—	—	HAMBURG-AMERICA LINE	About 11th Jan.
VANCOUVER VIA SHANGHAI JAPAN, &c.	NUBIA	Ger. str.	k.w.	Habel	CANADIAN PACIFIC R. CO.	On 13th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 24th Jan.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	LYRA	Am. str.	1 m.	G. V. Williams	DODWELL & CO., LIMITED.	On 22nd inst.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN.	TELEMACHIUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 1st Jan.
SEATTLE VIA SHANGHAI & JAPAN.	MINNESOTA	Am. str.	—	J. H. Rinder	NIPPON YUSEN KAISHA	About 19th inst.
PORTLAND, OREGON VIA SHANGHAI, &c.	NIKOMEDIA	Ger. str.	—	Wagemann	PORTLAND & ASIATIC S.S. CO.	On 23rd inst., at Daylight.
AUSTRALIAN PORTS VIA F. WILHELMSSHAFFEN	WILLEHARD	Brit. str.	—	Rose	SHEWAN, TOMES & CO.	About 16th Jan.
AUSTRALIAN PORTS VIA MANILA	ANGELUS	Brit. str.	—	Obenauer	MELCHERS & CO.	On 12th inst., at Noon.
NAGASAKI & VLADIVOSTOK	CHANGSHA	Brit. str.	1 m.	W. G. McArthur	BUTTERFIELD & SWIRE	On 27th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE.	TENGUS	Ger. str.	k.w.	Halverson	HAMBURG-AMERICA LINE	On 9th inst., at 5 P.M.
KODE	PALAWAN	Brit. str.	1 m.	H. G. Pyc, R.N.R.	P. & O. S. N. Co.	About 10th inst.
SHANGHAI	KWONGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI VIA SWATOW, AMOY & FOCHOW.	ARISING MARU	Jap. str.	1 m.	Boardon	JARDINE, MATHESON & CO.	On 12th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	DELTA	Brit. str.	—	C. L. Daniel	OSAKA SHOSHEN KAISHA	About 12th inst.
SHANGHAI, SWATOW, AMOY & FOCHOW.	TRIUMPH	Ger. str.	1 m.	A. Hansen	OSAKA SHOSHEN KAISHA	On 24th inst., at 10 A.M.
SHANGHAI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	S. Tagami	OSAKA SHOSHEN KAISHA	On 10th inst., at 10 A.M.
AMPING VIA SWATOW & AMOY	FRITHJOF	Ger. str.	—	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	On 13th inst., at 10 A.M.
SWATOW	HAIMUN	Brit. str.	2 h.	A. J. Robson	DOUGLAS LAPRAIK & CO.	To-day, at 10 A.M.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	—	J. S. Roach	SHEWAN, TOMES & CO.	On 10th inst., at 10 A.M.
MANILA	RUBI	Brit. str.	—	R. Almond	BUTTERFIELD & SWIRE	On 9th inst.
MANILA	TAMING	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 12th inst.
MANILA	LONGSANG	Brit. str.	—	R. Rodger	SHEWAN, TOMES & CO.	On 15th inst.
CEBU & LOILO	ZAFIRO	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst.
ZAMBOANGA, JOLO, SANGAYAN, &c.	KALPOK	Brit. str.	—	F. Sambill	MELCHERS & CO.	Quick dispatch.
SINGAPORE, PENANG & CALCUTTA	BORNEO	Ger. str.	—	—	JARDINE, MATHESON & CO.	On 13th inst., at 3 P.M.
BOMBAY VIA SINGAPORE & PENANG.	KUISANG	Brit. str.	—	Belaito	CARLWITZ & CO.	On 13th inst., at Noon.
BATAVIA, CHERIDON, SAMARANG, &c.	CAPI	Ind. str.	—	Koops	JAVA-CHINA-JAPAN LINE	About 13th inst.
	TULATJAP	Dut. str.	—			

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)  
FOR  
+ SHANGHAI  
SINGAPORE, PENANG & CALCUTTA  
+ MANILA  
\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
\* Taking Cargo on Through Bills of Lading to Chefoo and Yangtze Ports  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
GENERAL MANAGERS.  
Hongkong, 3rd December, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.  
THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF  
12 Days Across the Pacific is the "EMPEROR LINE." Saving 3 to 7 days' Ocean Travel.  
12 DAYS YOKOHAMA to VANCOUVER.  
21 DAYS HONGKONG to VANCOUVER.

IMPOSED SAILINGS. (Subject to Alteration.)	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons	WEDNESDAY, 10th Dec.	3rd Jan.
"EMPEROR OF CHINA" ... 6,000 "	WEDNESDAY, 10th Jan.	31st Jan.
"ATHENIAN" ... 3,882 "	WEDNESDAY, 24th Jan.	17th Feb.
"EMPEROR OF INDIA" ... 6,000 "	WEDNESDAY, 7th Feb.	24th Feb.
"TARTAR" ... 4,425 "	WEDNESDAY, 21st Feb.	17th Mar.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, sailing at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL  
OVERLAND TRAINS, daily from the PACIFIC to the ATLANTIC WITHOUT  
CHANGE.

Hongkong to London, 1st Class, ... via St. Lawrence £90; via New York £62.  
Intermediate and 1st Class Rates, ... £40, " " £42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at  
Intermediate rates, affording superior accommodation for that class.  
Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
or Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent  
Corner Pedder Street and Praya, opposite Blake Pier

GREAT NORTHERN STEAMSHIP COMPANY

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND  
YOKOHAMA (PASSING THROUGH THE INLAND-SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS,  
"MINNESOTA" AND "DAKOTA"  
(EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:

"MINNESOTA," Captain J. H. RINDER, About TUESDAY, 19th DECEMBER, 1905  
"DAKOTA," Captain E. FRANKIE, About SATURDAY, 27th JANUARY, 1906.

Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points  
also Passengers to the United States, Europe, &c.

These Steamers are luxuriously fitted with spacious SUITES and STATE ROOMS;  
equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER  
SHOP, NURSERY, STEAM LAUNDRY, &c.

Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo;  
and PARCELS carried at low rates to all points of U.S.A. in connection with the Great  
Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between  
the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-  
CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the  
steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
AGENTS.  
Hongkong, 4th November, 1905. [2270]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships, Electric Light Perfect  
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-  
date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila	On 9th Dec.
ZAFIRO	2540	R. Rodger	Manila	On 16th Dec.

For Freight or Passage apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.  
Hongkong, 2nd December, 1905. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ  
CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "INDRANI" ... On 15th December.

For freight and further information apply to

SHEWAN TOMES & CO.,  
GENERAL AGENTS  
Hongkong, 20th September, 1905. [1004]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA VIA SHANGHAI, PALAWAN, MOJI AND KOBE	H. G. Pyc, R.N.R.	About 10th December	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, MARSEILLES & BARCELONA	E. G. Andrews	On 15th Dec., P.M.	Freight only.

LONDON &c. VIA USUAL PORTS SIMLA ... Noon, 16th December

See Special Advertisement.

SHANGHAI ... DELTA ... About 16th December

Freight and Passage.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 4th December, 1905. [1]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN OREGON RAILROAD & NAVIGATION CO.

CONNECTION WITH THE STEAMSHIP

TONS. CAPTAIN TO SAIL AT DAYLIGHT ON

"NICOMEDIA" 4,370 Wagemann December 22nd, 1905.

"NUMANTIA" 4,370 Feldmann January 7th, 1906.

Through Bills of Lading issued to Pacific Coast Points and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT.

Hongkong, 6th November, 1905 [13]

VESSLS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

P. L. Y. M. O. U. T. H. A. N. R. E. O. W. D. O. N.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA."

Captain C. D. Goldsmith, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 16th December at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. *Alcedon*, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Alcedon*, due in London on 27th January.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 4th December, 1905. [1]

"BEN" LINE OF STEAMERS.

FOR MARSEILLES AND LONDON.

THE Steamship

"BENLOMOND."

Captain Henderson, will be despatched as above on or about the 23rd inst.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th December, 1905. [2731]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."

Captain W. G. McArthur, will be despatched for the above ports on WEDNESDAY, the 27th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th December, 1905. [2730]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR RIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)

THE Company's Steamship

"NIPPON."

Captain L. Seich, will be despatched as above on FRIDAY, the 29th inst., P.M.

This steamer has accommodation for passengers; electric light and carries a doctor.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 6th December, 1905. [3]

FOR SAN FRANCISCO.

THE Steamship

"DAKOTAH."

Captain Ross, will be despatched for the above port on or about TUESDAY, 16th January.

For Freight and further particulars, apply to



# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

### OUTWARDS.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL.	"HUICHOW"	On 5th December.
GLASGOW and LIVERPOOL.	"IDOMENEUS"	On 8th December.
GLASGOW and LIVERPOOL.	"STENTOR"	On 19th December.
GLASGOW and LIVERPOOL.	"KANCHOW"	On 29th December.
GLASGOW and LIVERPOOL.	"TELEMACHUS"	On 2nd January.
GLASGOW and LIVERPOOL.	"PYRRHUS"	On 2nd January.
GLASGOW and LIVERPOOL.	"PAKLING"	On 2nd January.
GLASGOW and LIVERPOOL.	"SAINT HELEN"	On 2nd January.
GLASGOW and LIVERPOOL.	"PATROCLOS"	On 9th January.

### HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP.	"HECTOR"	On 19th December.
GENOA, MARSEILLES and LIVERPOOL.	"GLAUCUS"	On 20th December.
AMSTERDAM, LONDON and ANTWERP.	"TYDEUS"	On 2nd January.
AMSTERDAM, LONDON and ANTWERP.	"IDOMENEUS"	On 16th January.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO- HAMA.	"TELEMACHUS"	On 1st January.

### WESTWARD.

FROM	STEAMERS	DUK
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"JASON"	On 7th December.
	"TYDEUS"	On 26th December.

For Freight, apply to

**BUTTERFIELD & SWIRE,**  
AGENTS. [9-10]

Hongkong, 18th November, 1905.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
KOBE	"CHANGSHA"	On 8th December.
CEBU and LOILO	"TAMING"	On 22nd December.
MANILA, ZAMBOANGA, PORT DAWAT, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BILSBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	On 27th December.

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
Sergeant is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE,**  
AGENTS. [11]

Hongkong, 7th December, 1905.

# NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	Friday, December 22nd
PLEIADES	3,753	F. G. Purinton	Friday, December 29th

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried  
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

**DODWELL & CO., LIMITED,**  
GENERAL AGENTS. [7]

QUEEN'S BUILDINGS,  
Hongkong, 20th November, 1905

# HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE  
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SITHONIA	HAVRE, BREMEN and HAMBURG	On 22nd Dec. Freight.
AMBRIA	HAVRE and HAMBURG	On 10th Jan. Freight.
Capt. Wunnenberg	(Calling at Singapore, Penang and Colombo)	
BRISGAVIA	HAVRE and HAMBURG	On 24th Jan. Freight.
Capt. Ross	(Calling at Singapore, Penang and Colombo)	
RHENANIA	HAVRE and HAMBURG	On 7th Feb. Freight & Passengers.
Capt. Forck	(Calling at Singapore, Penang and Colombo)	
NUBIA	NEW YORK VIA SUEZ	About 11th Jan. Freight.
Capt. Habel	with liberty to call at the Malacca coast	

\* Special attention of intending Passengers is drawn to the splendid accommodation of this  
steamer. Saloon and cabins airships. Lighted throughout by electricity. Duly qualified  
Doctors are carried.

For Further Particulars apply to

**HAMBURG-AMERIKA LINIE.**  
HONGKONG OFFICE, Kuo's BUILDINGS.

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# OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI VIA SWATOW AND AMOY.	"DAIGI MARU"	SUNDAY, 10th Dec., at 10 A.M.
SHANGHAI VIA SWATOW. AMOY AND FOCHOW.	"ANPING MARU"	TUESDAY, 12th Dec., at 10 A.M.
ANPING VIA SWATOW AND AMOY.	"FRITHJOF"	WEDNESDAY, 13th Dec., at 10 A.M.
SHANGHAI VIA SWATOW. AMOY AND FOCHOW.	"TRIUMPH"	SUNDAY, 24th Dec., at 10 A.M.
	A. HANSEN	

\* These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with electric light.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ For Freight, Passage, and further information, apply at the Company's local Branch Office  
at No. 5, Des Voeux Road Central.  
Hongkong, 5th December, 1905.

T. ARIMA, Manager.

# IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.H.—Cargo can be taken on through Bills of Lading for the Principal Places  
in Russia.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY 1905 20th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 1905 3rd January
GNEISENAU	WEDNESDAY 17th January
ROON	WEDNESDAY 31st January
PREUSSEN	WEDNESDAY 14th February
ZIETEN	WEDNESDAY 28th February
PRINZESS ALICE	WEDNESDAY 14th March
BAVERN	WEDNESDAY 28th March
PRINZ REGENT LUITPOLD	WEDNESDAY 11th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 25th April
SACHSEN	WEDNESDAY 9th May
PRINZ HEINRICH	WEDNESDAY 23rd May
ROON	WEDNESDAY 6th June
PREUSSEN	WEDNESDAY 20th June
ZIETEN	WEDNESDAY 4th July
OLDENBURG	WEDNESDAY 18th July
BAVERN	WEDNESDAY 1st August
PRINZ REGENT LUITPOLD	WEDNESDAY 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 29th August

ON WEDNESDAY, the 20th day of DECEMBER, 1905, at Noon, the Steamship  
"PRINZ HEINRICH," Captain Grosse, with MAILES, PASSENGERS,  
SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till Noon, on MONDAY, the 18th December. Cargo and  
Specie will be received on board until 5 P.M. on TUESDAY, the 19th December, and Parcel  
will be received at the Agency's Office until Noon, on TUESDAY, the 19th December.  
Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50.  
No Cargoes should exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardsess.  
Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

**MELCHERS & CO., AGENTS.**

Hongkong, 7th December, 1905.

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1906.

## PROPOSED SAILINGS OF MAIL STEAMERS

FOR  
MARSEILLES AND LONDON.  
TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, & C.  
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to	Leave	Connecting Steamers	Due at	PLYMOUTH
COLOMBO	HONGKONG	from COLOMBO to	MARSEILLES (Brindisi)	(London)
		MARSEILLES & LONDON	2 days earlier	1 day later
ARCADIA	7000	BRITANNIA	7000	Mar. 10
DONGOLA	8000	MOLDAVIA	10000	Mar. 24
DELHI	8000	MONGOLIA	10000	Apr. 7
DELTA	8000	MOULTAN	10000	Apr. 21
OCEANA	7000	MARMOIRA	10500	May 5
ARCADIA	7000	VICTORIA	7000	May 20
DEVANHA	8000	HIMALAYA	5000	June 3
DONGOLA	8000	INDIA	8000	June 17

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express  
Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time  
of booking.

In addition to the above Mail Steamers the following—

## INTERMEDIATE (non-transshipment) STEAMERS

WILL LEAVE FOR

## LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave	Leave	Due at
	HONGKONG	SINGAPORE	LONDON
† JAPAN	about	about	about
† SUMATRA	Feb. 14	Feb. 23	Mar. 31
† NUBIA	Feb. 28	Mar. 9	Apr. 14
† CEYLON	Mar. 14	Mar. 23	Apr. 28
† FORMOSA	Mar. 28	Apr. 6	May 12
	Apr. 11	Apr. 20	May 26

\* These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

† "JAPAN," "CEYLON" and "FORMOSA" carry only First Saloon Passengers.

For Passage apply to

**E. A. HEWETT,**  
Superintendent.

Hongkong, 1st December, 1905.

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
OF LADING FOR all the principal ports in  
SOUTH AFRICA, in connection with Indo-  
China Steam Navigation Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for Cape Ports every fortnight.  
For Freight and further particulars  
apply to

**DODWELL & CO., LIMITED.**  
General Agents for China and Japan  
Hongkong, 4th August, 1898

## REGULAR

STEAMSHIP SERVICE TO NEW

YORK.

VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT MALABAR  
COAST).

PROPOSED SAILINGS FROM HONGKONG.

1905. About

"GHAZEE" 9th Dec.

"LOTHIAN" 14th Dec.

"ATHOLL" 3rd Jan.

For Freight and further information, apply to

**DODWELL & CO., LTD.**  
Agents.

Hongkong, 30th November, 1905. 2105-2135

## VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHER LLOYD, BREMEN.

JAPAN—CHINA—AUSTRALIA LINE  
VIA NEW GUINEA.

STEAM FOR  
FRIEDRICH-WILHELMSHAFEN,  
SIMPSONHAFEN, HERBERTSHOEHE,  
MATUTI, SYDNEY & MELBOURNE.

On TUESDAY, the 12th December, at Noon,  
the Steamship "WILLEHAD," Captain  
Obonour, with Mailes, Passengers and Cargo,  
will leave this port as above.

The Steamer has splendid accommodation and  
carries a Doctor and a Stewardsess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to

**MELCHERS & CO.,**  
Agents.

Hongkong, 16th November 1905. [2595]

## NAVIGAZIONE GENERALE

ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGA-  
PORE AND PENANG.

Having connection with Company's Mail Stea-  
mers to ADEN, SUKZ, PORT SAID,  
MESSINA, NAPLES, LEONOR and GENOA,  
also VENICE and TRIESTE, all MEDITER-  
RANEAN, ADRIATIC, LEVANTINE and  
SOUTH AMERICAN PORTS up to CALTAO.

(Taking Cargo at through rates to PERSIAN  
GULF and BAGDAD, also BARCELONA,  
VALENZA, ALICANTE, ALMERIA and  
MALAGA.)

THE Steamship

"CAPRI"

Captain Deliso, will be despatched as above  
on WEDNESDAY, the 13th inst., at Noon.

At Bombay the Steamer is discharging in  
Victoria Dock.

For further particulars regarding Freight  
and Passage, apply to

**CARLOWITZ & CO.,**  
Agents.

Hongkong, 2nd December, 1905. [4]

## NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, ROTTER-  
DAM, ANTWERP, PENANG AND  
SINGAPORE.

THE H.A.L. Steamship

"SILVIA"

Captain Jager, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
transshipment by the Undersigned and to  
take immediate delivery of their Goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be  
landed into the hazardous and/or extra hazard-  
ous Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, Limited, and  
stored at Consignees' risk and expense.

All Claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 8th inst. will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined at 11 A.M. on the 8th inst.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 1st December, 1905. [2713]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN"

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex s.s. "Victoria."  
From Australia, ex s.s. "Mongolia."  
From Persian Gulf, ex B. I. S. N. &  
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here, unless  
instructions are given to the contrary before  
9 A.M. To-day.

Goods not cleared by the 8th inst. at 4 P.M.  
will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the Go-  
downs for examination by the Consignee's and  
the Company's representatives at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognised.

No Claims will be admitted after the goods have  
left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 2nd December, 1905. [1]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN"

FROM BOMBAY, COLOMBO AND  
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Consignees of Cargo by the above-named  
vessel are hereby informed that their goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo—  
From London, &c.,



